

Next day the flight was led by Mr. St. Horthy, Jr., to the Hortobágy. The planes landed just beside the famous "Csárda," a very old country inn, which plays a part in the poems of Petöfi, the great poet who lost his life in the liberty-war in 1849.

The stud and the herd were admired by the company. This vast plain, the Hortobágy, is very much resembling the Steppes. On the lunch (in the Csárda) Major Nathan expressed thanks of English pilots for the first-class organisation of the Pic Nic.

Afternoon the party arrived at Mátyásföld, airport of Budapest, and have been greeted by Mr. S. Winckler, Minister for Trade and Communication, Sir G. Knox, Ambassador of Great Britain, Mr. A. Liber, vice-Lord Mayor of Budapest, Lt. Col. F. Csicsery and the Magyar Touring Club. Then they drove to the Monument of Unknown Soldiers and of Hungarian Heroes, and Major Nathan and President Vermes placed a garland to the Monument. The dinner was in the town-park of Budapest, in presence of Lord Mayor Ch. Szendy, Secretary of State F. Dálnoki-Kováts and General W. Kenese, leader of Hungarian Aviation Bureau.

Next day, forenoon, a little sightseeing tour. Everybody enjoyed the Royal Palace, the Fishers' Bastion, Matthias

Cathedral and many beauties of Budapest. The beautiful panorama from St. Gerard's Hill was even surprising. After having a lunch in St.-Gellert-Bath, we visited the baths of Budapest. Evening programme was the great dinner of Budapest Capital in St. Margaret Island.

Thursday was officially the last day of the Pic Nic. Forenoon there was no official programme; the official programme was to do nothing. Mr. Pobjoy made an unofficial record; he bathed four times in four different strand baths.

Afternoon the party visited the Budaer Hills and had a tea in the park of the Svábhegy Sanatory. Here was also a strand bath and Mr. Pobjoy has beaten his own record by bathing once again here, too.

The farewell dinner was in a little restaurant of Buda. Mr. St. Horthy, Jr. presented the participants with nice souvenirs: commemorial plaquets of the third Magyar Pilota Pic Nic, and a "pilot pharmacy" containing Tokajer wine, apricot brandy, honey, cheese, paprika, etc., etc., that is a real, well-equipped "pilot-pharmacy" suitable for first aid (for second, too!) So the Pic Nic was officially finished, but about everybody remarked here for the Grand Prix on Sunday, which was won by Nuvolari (Alfa-Romeo) before Rosemeyer (Auto Union) and for the Hungarian Derby, won by "Try Well."

BIRTHDAY HONOURS

Recipients in the World of Flying

THE following names appeared in the Birthday Honours list last week:

Baron

Sir Herbert Austin, K.B.E., M.I.Mech.E., J.P., Chairman of Austin Motor Co., Ltd. For public services.

Knight Bachelor

Gilbert Thomas Morgan, Esq., O.B.E., D.Sc., LL.D., F.I.C., F.R.S., Director of Chemical Research, Department of Scientific and Industrial Research.

ROYAL AIR FORCE

C.B. (Military Division)

AVM. Philip Bennet Joubert de la Ferte, C.M.G., D.S.O., AVM. Alfred William Iredell, M.R.C.S., L.R.C.P., K.H.P., Royal Air Force.

C.B. (Civil Division)

Col. John Fisher Turner, D.S.O., Director of Works and Buildings, Air Ministry.

CIVIL AWARDS

C.B. (Civil Division)

James Molony Spaight, Esq., C.B.E., LL.D., Principal Assistant Secretary, Air Ministry.

C.B.E. (Civil Division)

Miss Jean Batten, of the Dominion of New Zealand. For general services to aviation.

G.C.V.O.

Viscount Charles Cheers Wakefield, C.B.E.

M.V.O. (Fourth Class)

Flt. Lt. Harry Manners Mellor, R.A.F. (dated March 31, 1936).

Air Force Cross

Sqn. Ldr. Albert Frank Lang, M.B.E.

Flt. Lt. David Fowler McIntyre (Auxiliary Air Force).

Flt. Lt. Harold Francis Jenkins (Reserve of Air Force Officers).

F/O. Jeffrey Kindersley Quill (Reserve of Air Force Officers).

Imperial Service Order

Frederick George Charles Young, Esq., Air Ministry.

M.B.E. (Military Division)

No. 726521 W/O., Class II, Battery Sgt.-Maj. Ernest Brown, 57th (Wessex) Anti-Aircraft Brigade, Royal Artillery, Territorial Army.

C.B.E. (Military Division)

Group Capt. Henry Ashbourne Treadgold, M.D., B.S., M.R.C.S., M.R.C.P., Royal Air Force.

O.B.E. (Military Division)

Wing Com. Thomas Fawdry, M.B.E., Royal Air Force.

Sqn. Ldr. Ralph Squire Sorley, D.S.C., D.F.C., Royal Air Force.

Sqn. Ldr. Henry Edward Forrow, Royal Air Force.

Sqn. Ldr. Cecil Arthur Bouchier, D.F.C., Royal Air Force.

Sqn. Ldr. Charles Edward Neville Guest, Royal Air Force.

M.B.E. (Military Division)

Flt. Lt. Albert Edward Groom, D.S.M., Royal Air Force.

Flt. Lt. John Frederick Young, Royal Air Force.

F/O. (Honorary Flt. Lt.) James Lawrence Jack, M.C. (Auxiliary Air Force).

W/O. Harry Vacher, Royal Air Force.

W/O. Robert Michael Wildbore, Royal Air Force.

W/O. John Samuel Sallows, Royal Air Force.

W/O. Francis Richard Clay, Royal Air Force.

C.B.E. (Civil Division)

Harold Ernest Perrin, Esq., Secretary of the Royal Aero Club of the United Kingdom.

M.B.E. (Civil Division)

Allan George Attride, Esq., Acting Senior Staff Officer, Air Ministry.

British Empire Medal (Military Division) For Meritorious Service

354523 Flt. Sgt. Eric Richard Bloomfield, Royal Air Force; 207304 Flt. Sgt. Arthur Ashley Lesster, Royal Air Force; 348752 Sgt. Philip Cullen, Royal Air Force; 506822 Cpl. Lawrence Edmund Stack, Royal Air Force.

Maryse Hilsz's Altitude Record

AT 5.11 a.m. on June 23 the French woman aviator, Maryse Hilsz, flew from Villacoublay on a Potez 50 fitted with a Gnome Rhone 14 Krsd engine in an attempt to beat La Marquise Carina Negrone's world altitude record for women flyers of 12,043 metres. At 6.22 a.m. she reached the Villacoublay aerodrome again after a magnificent flight of 1 hr. 11 min., during which she reached a height of 14,309 metres (47,250 ft.), thus securing for herself the woman's record for altitude.

This performance is the more remarkable in that Mlle. Hilsz now holds the French record for altitude in all categories and is within 24 metres of the world record held by R. Donati.

Studies at Southampton

IN view of the increasing number of aircraft works in the Southampton district, and the fact that many of the apprentices employed may require additional theoretical instruction, University College, Southampton, has decided to expand its aeronautical department. Applications for the post of full-time lecturer in aeronautics are now being considered. Incidentally, the University already has its own 5ft. diameter wind tunnel, while the Professor of Engineering is Wing Comdr. Cave-Brown-Cave, whose name will need no introduction to readers of *Flight*.

The University authorities are anxious to have the advice and suggestions of aircraft firms regarding the development of its aeronautical syllabus along the best possible lines.